

Houseboats and Houseboating

With those who turn to the water for rest and recreation the houseboat is now becoming more and more popular. Some yachtsmen care for only the strenuous life as furnished in the racing classes. Others who have business cares that constantly call them to the city favor the steam yacht, but for perfect rest and quiet the houseboat man is the winner.

A houseboat is a sort of summer cottage anchored out in the harbor or stream, away from the noise and dust of the land. One can there find perfect rest, and there is a special charm about such a life that cannot be found in any other way.

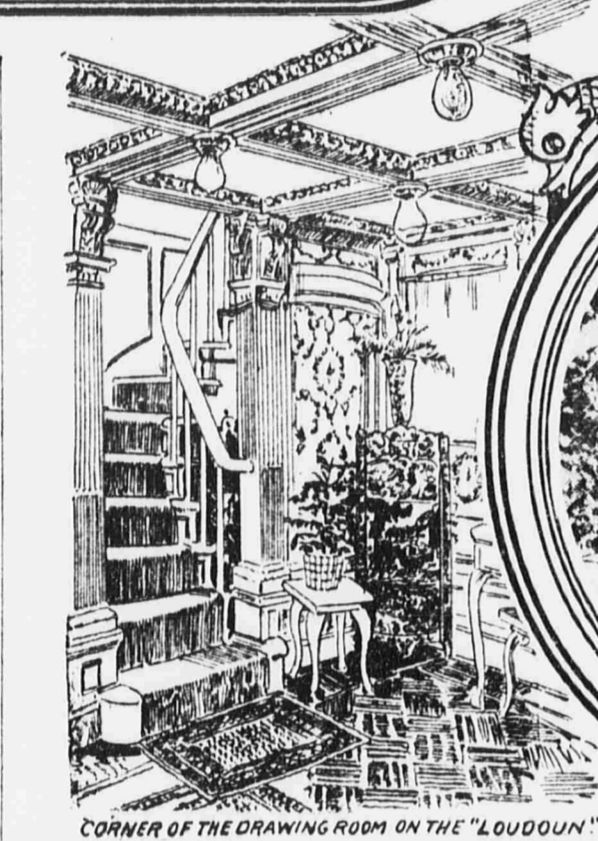
The houseboat has been popular for years in British waters. Each summer hundreds are to be seen moored on the Thames and in harbors that are suitably adapted for these craft. Each boat has its own peculiar characteristics and its own special attractions, and with the gay parties on board a phase of life is found that is peculiar to the houseboat. One does not have to be a sailor or a navigator to run a houseboat. He need not worry about wind or weather. The wind may howl with rage or it may caress the waters fondly and delicately—it is all one on the houseboat. The waves may run mountains high or the waters may be as smooth as the proverbial millpond. It is all the same on the sheltered houseboat, and those on board can rest quietly and securely under all conditions, just as do those who are in the summer cottages on shore.

The houseboat is simply a floating cottage. It has all the conveniences of a house with the romance of life afloat. The rooms are large and comfortable. Not being a vessel that has to sail from port to port, it is built simply for comfort, and space that would ordinarily be sacrificed to form or model is utilized to make things comfortable on board. There are rooms for the servants, large kitchens and storerooms, saloons and bedrooms, and above these on a deck is a large space for comfort and ease.

Albert Bradley Hunt, yachting editor of *Forest and Stream*, has just completed a book called "Houseboats and Houseboating," which tells of the fascinations of life on these boats. The book is a very handsome one and is full of beautiful pictures of boats, showing their interior arrangements and the peculiarity of their models and, in many instances, of their rigs, for some houseboats are built to sail. Mr. Hunt, who has a thorough knowledge of the sport and recreation of yachting, has told of houseboating here and in England, and shown how popular this means to rest and recreation has become. He has given many details of houseboats, showing how they are built and their arrangements. Some of these boats cost many thousands of dollars and some can be had for many hundreds. There is also a chapter devoted to waters that are suitable for houseboating in this country and details are given about how to get to them. The Florida waters receive special attention because it is there that houseboating is perhaps most popular at the present time.

Among those who have contributed to this book are Dr. V. Mott Pierce, Charles D. Mower, Frank H. Ball, Charles Ledyard Norton, John Price Wetherill, Edward P.

THE "LOUQUON" OWNED BY LEWIS NIXON.



CORNER OF THE DRAWING ROOM ON THE "LOUQUON."

Field, William Gillette, Lafayette Lamb and many of the best known designers. Houseboating, Mr. Hunt says, has been popular for a long time, but it is only recently that it has become popular in this country, and the reason for this has been that there has been a popular impression that there is no river here on which houseboating could flourish as it does on the Thames, where houseboating flourishes as nowhere else.

"This is far from true. Compare the natural advantages of a city like New York with those of London. True, the sluggish, winding Thames, with its historic piles lifting through copes of beech and oak, its cathedral spires and the clustering hamlets about, lend a certain charm to houseboat cruise from the great metropolis of England. But from the standpoint of natural advantages, it is not to be compared with Long Island Sound, the Hudson or the Connecticut.

"For scenic variety there is nothing in the world comparable to the diversity of interest found in our landscapes and sea views, picturesque riverways and mountain panoramas reached by the houseboat in only a few hours travel. The Hudson may be traversed to its full length and the northern canal is available should one wish to houseboat through to Lake Champlain and thence to Montreal and the Thousand Islands, or through the Erie Canal to the Great Lakes. The Connecticut River is navigable for a long distance through some of the most picturesque portions of New England. The St. Lawrence River in New York and the Shrewsbury River in New Jersey in summer and the various bays and inlets of Florida in winter are among the chief haunts at present

of houseboats on the Atlantic coast. On the Pacific they are numerous in the vicinity of San Francisco and in the middle West, indeed, wherever there are populous towns in the vicinity of sheltered waters."

The English prefer to have their houseboats quietly moored along some shore or at anchor in some stream, and an Englishman will keep his boat in one position throughout the season; but in this country one must keep moving and the boats are frequently changed from one place to another. Now houseboats are equipped with some power. Some of them have steam engines in them, but these are objectionable to many because of the heat and dirt caused by the machinery. Others have sails and can be moved from place to place just as a sailboat can. The perfection of the gasoline engine has been a great boon to houseboating, and the installation of one of these small motors has solved a great problem. Now a boat can have a small gas engine and can easily shift its moorings from place to place without any inconvenience to those on board.

The first houseboat in history was the Ark. Its arrangements are not known, but it is certain that it was simply a floating hull similar to those now in use on the Thames and in many waters in this country. They can just drift with the tide and are dependent on the services of a launch or a tug to move about, but here in the usual way of progression the Ark is out of date and the modern houseboat is not simply a floating cottage but a vessel with all the conveniences of a cottage but able to move from place to place at the will of those on board.

Among the particular localities which afford safe anchorage for the houseboat

are those along Long Island Sound, Great South Bay, Gardiner's bay, New Haven Harbor, New London Harbor, Narragansett Bay and Newport Harbor, Buzzards Bay, Woods Hole, Vineyard Haven and New Bedford, that quaint old whaling town. Around New York city or within a few miles of the metropolis are Jamaica Bay, Rockaway Inlet and Sheepshead Bay. The Hudson River, as already mentioned, is an ideal place. Along the New Jersey coast are the Shrewsbury River, Toms River, Barnegat Bay, Navesink River, Shark River and lots of small inland lakes. Further down the coast comes the Delaware River and the Chesapeake Bay, and so on in almost every inlet or on every river there are attractions for the houseboat man.

There are many types of houseboats: "those that only float and must be moored; those that may be towed; those with sails; and those carrying naphtha, gasoline or steam engines," says Mr. Hunt. "The towing houseboat has been called the flower of its kind. Two men in a rowboat can move the average houseboat without great strain, and poling works wonders; but the canoe houseboat skipper relies upon wind and tide for much of his work. Your true houseboat keeper is altogether willing to wait on wind and tide. He is going nowhere. He has forgotten the meaning of the word 'hurry.' All he asks is that the views from his deck chair or hammock may be beautiful, that as he looks from his dining room window he may see long vistas of shimmering water and woodland greenery or watch water and trees and sky drift by slowly and gently, cloudlike, while he steals through a network of marshes, still lagoons, winding creeks, rivers or canals."

"A large houseboat is far more comfortable than any large craft even approaching it in size. It is house first and boat next. In other words, it is a house taken up with preexisting machinery—stove, sink, shaft, masts or other things needed in a yacht. All the space goes to accommodation. You bathe in the river or bay, your hall is the deck and you have a minimum of lumber of all kinds. But you do want something in the

nature of a yacht's steward, a fact which suggests an opening for persons of that profession, for the amount of work needed daily is comparatively slight.

"Houseboats may be home made at a comparatively trifling cost, or the product of the professional yacht or shipbuilder running into thousands of dollars. The pleasure to be derived is not to be measured by their expense. Health and comfort, the maximum luxury at the minimum cost, these are the houseboat places within the reach of every one.

"The average houseboat costs anywhere from one hundred to one thousand dollars. There is, of course, hardly any limit as to what may be spent in this direction, and houseboats worth from \$2,000 to \$5,000 are by no means uncommon. For all practical purposes the houseboat costing in the neighborhood of \$500 has been found to answer every need.

One of the handsomest and best known houseboats in these waters is the Louquon, owned by Lewis Nixon. Mr. Nixon designed this boat for his own use and she was built at his yard at Elizabethport at a cost of \$50,000. She has a steel hull, wooden topsides and is 130 feet long on deck. She is equipped with triple expansion engines and can make 12 knots an hour. One feature of this boat is her 110 feet of uninterrupted deck. This is the real living room of the family. An awning lined with dark blue cloth protects it from the glare of the sun, the floor is covered with rugs and everywhere are lounges and easy chairs, luxuriously with cushions and draperies. Tables piled with magazines and books, flowers and palms and a homelike and most comfortable air to this deck. From the deck a winding stairway softly carpeted leads to the drawing room. This and all the rooms have large windows, with sliding sashes. The dining room is the handsomest of all the rooms. The walls are covered with burlap, wainscoted for the lower part, and the floor is of a blue and white rug covers the floor and all the hangings are blue. There is a large pantry connecting it with the refrigerators and bookcase. The recreation of three rooms for the owner and his guests are forward. These are finished in the softest and coolest tints of green, blue and yellow.

William Gillette owns a houseboat which he has named Aunt Polly. On this boat he makes his summer rest after a long season of work. This boat is 140 feet long and 19 feet beam, and she is fitted with engines. There is a pilot house at the forward end, which is really a part of the large living room, which is just aft of it. This serves as the cabin and dining room. Lounges are piled high with pillows and cushions and look out along the sides under the large windows. On one side is a tiled fireplace

and on the other a piano. Aft of the living room is the owner's stateroom, and then come other rooms. The upper deck is broken by a good sized house, which is fitted up very much the same as the one below.

Another boat of the same type as the two already mentioned is the Cachalot, owned by J. B. MacDonough, which is 130 feet long. This boat is fitted with a steam engine capable of driving her six miles an hour. The dining room is forward of the space occupied by the engines and the crew's quarters. It is the full width of the vessel. Forward again are guests' chambers, a large nursery and a large room for the owner. On the upper deck is the saloon. The promenade deck is 86 feet long and 22 feet wide, and is covered with an awning.

There are boats and many others like them are expensive to build and expensive to run, but there are many that can be had at moderate cost. One of these which has been in use for some time is named The Ark. It cost \$1,000 to build and was of the stationary type. It is a good, substantial summer home with accommodations for a man and his wife, two children and a servant. The Ark is 60 feet long. At the forward end is an open deck 10 by 16 feet, and at the after end another deck 6 by 16 feet. On this the cook kept ice, coal, water and other things. The living room is 24 by 16 feet. From this a passage-way leads through the center of the boat, one 15 by 7 feet and the other a little smaller. The upper deck of this boat makes a fine sun parlor.

The Wah-ta-Wah, built from designs by Dr. V. Mott Pierce, cost about \$1,200. The hull for this boat, which is of the scow type, cost \$800 to build. The Wah-ta-Wah has a large living room, three staterooms, kitchen, pantry and the open air dining-room aft protected by an awning. On the upper deck is a large saloon. This boat was built for an artist and the upper saloon was used as a studio.

These scow boats can be built for \$600 and are good, commodious boats can be had, too, for a small sum. They draw very little water, and consequently can be moored very close to the shore. A 400-ton boat will have a living room 7 feet by 10 feet, a stateroom 6 feet by 8 feet, in which is a double berth; a toilet room, a kitchen and an open air dining room, around which flower boxes are tastefully arranged. A 600-ton houseboat will, of course, be larger. It will have a forward deck 5 feet by 15 feet, a living room 10 feet by 15 feet, two staterooms 6 feet by 10 feet, a kitchen 10 feet by 10 feet and an open air dining room 10 feet by 15 feet. In this boat Dr. Pierce figures \$300 for the scow or hull, \$250 for the material for the cabin, \$175 for labor, \$80 for plumbing and \$120 for fittings, paint-

ing, awnings, etc. Charles D. Mower owns the houseboat Hostess, which he designed and had built at a cost of \$600. Mr. Mower keeps the Hostess moored off the Manhasset Bay Yacht Club house at Port Washington. This boat is a scow 26 feet over all, and the house on this scow is 20 feet long. There is a cabin 9 feet 2 inches long, a stateroom 7 feet 7 inches long, and a galley on one side and a toilet room on the other. Mr. Mower uses a gasoline launch to tow the Hostess about when he wants to shift his anchorage.

There are many houseboats that were formerly sailing vessels. Their days of usefulness as sailing craft have ended, and they have been purchased just for their hulls and on these the houseboats have been built, and fine boats they make. The sailing rig has been cut down, but they still have large enough spread of canvas to sail about and so give their owners a change of scene when wanted.

Charles Siedman Hanks some years ago purchased the old coasting schooner William Butman, which was built in the early '60s. This boat is of heavy oak construction and has been cut down, but in spite of her age, she is 87 feet long on the water line and 24 feet beam. When Mr. Hanks purchased her he had her moored alongside a lumber wharf where material could be obtained, and set men at work to make the changes he wanted. The pantry, galley and crew's quarters were put on the lower deck, a superstructure was built, and in this are the main saloon and owner's quarters. The boat is now known as the *Carolina*, and has a main cabin, a large dining room, five bedrooms and a bathroom.

The *Savanna*, owned by Commodore R. M. Monroe, is another of the sailing houseboat type. She is 70 feet long and draws only 2 feet 6 inches of water, and is used in the shoal waters of Florida. She has two forebrooms and is rigged as a topsail schooner. Now that gasoline engines have become popular they are fitted to all sorts of craft that have been turned into houseboats and have proved very successful. Many yachtsmen have purchased old boats, changed them to be more suited to their wants, giving them more room and put in a small motor just of sufficient power to enable the boat to shift from one mooring to another, and on these craft, as on the boats that are strictly of the houseboat type, there are many conveniences.

On a hot day those on board can idly sit under the awnings on the deck catching every breath of air that floats over the water. They can rest or sleep or exercise, the charms of the houseboat present themselves most. The boat is moored some distance from the shore and so away from the dust and heat and noise. In the distance the lights of some village or small town twinkle through the trees while overhead a myriad of stars big like emeralds or the gleam of water as it laps the sides of the boat seems to sing a lullaby as it slowly runs on toward some big river or to the mighty sea. It is only to be found on the houseboat, and it is for this that the houseboat is growing so fast in popularity.

THE HOME SCHOOL; A NEW IDEA

IT IS MEANT FOR THE BUSINESS WOMAN'S CHILDREN.

Dilemmas of the Mother Who Has to Work for a Living—No Provision Made Herebefore for the Care of Her Children—A Twentieth Century Experiment.

The economic changes which have led women out of the home and into business have brought with them an entirely new set of problems. One of the most serious of these is the disposal of the business woman's children. The working mother who puts enough time and energy into business to earn her children an adequate living has no time or energy left to give them the proper care, and the working mother who puts enough time and energy into giving her children proper care has no time or energy left to earn them an adequate living. Between the horns of this dilemma, thousands of fairly well paid business women are falling hopelessly every day in the vain endeavor at once to support and to give right personal care to their families.

But now a solution of the problem has been presented which, in the opinion of many persons, meets all the difficulties of the situation. The solution is in the form of a brand new philanthropy, born of the twentieth century and perhaps impossible in any other—a "home school" for the children of mothers who earn their living outside of the home.

This institution should not be confounded with the crèche or day nursery, although it is designed to fill a somewhat similar want. Its mission is to supply to the families of educated and well bred women earning comfortable incomes the care which the mothers themselves, by their money making activities, are prevented from giving.

Subversive of the very foundation principles of the home it might have been considered in any day but the present. Yet the home school idea has received the approval of Bishop Potter, and is supported by such clergymen as the Rev. Dr. J. Morgan Dix and the Rev. Dr. Henry E. Cobb. Miss Grace Dodge has expressed approval of it, and so has Robert C. Ogden.

Should such schools become general they would open about the only door that still

bars the way to a complete and radical rearrangement of home life. By taking the physical care as well as the mental training out of the hands of the mother and delegating it to trained professionals they would give to the mother the opportunity, more and more coveted every day, of pursuing voluntarily elected lines of professional work, secure in the thought that her children were receiving actually better care than she would ever have been able to give them herself under the best of conditions.

They would create a demand for more and more highly specialized instructors and caretakers and probably, a great increase in the study of both the psychology and the physiology of the child. In time child culture, like every other branch of labor that has been taken out of the hands of the private individual and the private home, would develop into a systematized business; and the mother, from being a mere body servant, often unskilled though never so loving, would become to her children a real spiritual and mental companion and a source of actual material advantage.

The home school might even become the solution of the race suicide problem. As it is conceded that one of the causes of the growing reluctance on the part of women to assume family responsibilities is their unwillingness to leave congenial and lucrative employment for the exacting and expensive task of bringing up children, it is possible that the home school, by relieving the mother of the least pleasant features of rearing a family, might greatly stimulate her natural inclination toward its pleasanter aspects.

Like most of the new social institutions which spring up along the path of social progress, the home school idea was born of pressing material need rather than of theorizing. Miss Harriet C. Watson, a business woman herself, undertook about two years ago to find a suitable school or home for the four children of a young widow who had been forced into the commercial world by the death of her husband.

The mother's salary was large enough to provide a comfortable home for her family, but not large enough to supply a servant. She had to be at her office at 8 o'clock every morning.

task, in which she took genuine pleasure, to her two boys, placed at the mercy of the public school or the open street; to her three-year-old baby, exposed to a thousand dangers in the unskilled hands of her ten-year-old daughter, and to that daughter herself, prevented by the necessity for looking after the baby, from even going to school.

At 6 o'clock she went home, in the evening crush, tired from her day's work and nervous from worry, to the task of getting dinner, washing up and putting the four children to bed.

To this overburdened worker, at once mother, housekeeper and wage earner, Miss Watson suggested the boarding school as a solution for her overwhelming difficulties. A wastebasketful of catalogues, however, brought her the information that not only was there no establishment that would admit all her children, but that boarding schools were entirely outside the range of her financial resources.

As conditions were becoming desperate, Miss Watson took matters into her own hands, and, knowing that it was useless to talk institution to the poverty proud young mother, acted on her account and made a trip up the Hudson for a visit of inspection and inquiry to a half orphan asylum at Piermont. She learned that conditions in asylums were practically the same as in boarding schools, and that there was no hope of getting quarters in an institution for a mixed family.

As the mother was obdurate on the point of keeping her children together, both for their own sake and that she might spend her Sundays with all four, Miss Watson was about to give up her quest in despair when an inspiration came to her from an unexpected quarter.

From the porch of the asylum she caught sight of a large house with boarded up windows standing back among stately trees on the next estate. The information that this house had been standing vacant for nearly five years and that the owner was willing to make almost any terms to find a tenant supplied Miss Watson with a full grown solution for her difficulty.

Some previous arrangements which she had made for taking a cottage at the seashore for the summer were speedily modified. To the widow's four children she added the son and daughter of another sorely tried young woman, a writer, whose artist husband had left to her the support of

their two children with an all too artistic pen as the only means of livelihood, and the beginning of spring found her installed in the manor house with the six children, a house mother to take care of them, a teacher and a Japanese cook.

Miss Watson named the place Carolyn Court, in memory of her dead sister, and for a long happy summer the six children, the house mother, the one teacher, the Japanese cook and Miss Watson lived joyously together in the rambling old house on the Tappan Zee without evolving any particular theories in regard to the causes which brought them there.

By fall, however, people had begun to hear about the establishment, and Miss Watson began to be besieged with business women begging her to take their children in and give them home care. Then she realized suddenly, that quite innocently, she had stumbled into the thick of an acute twentieth century problem.

As she studied the conditions presented to her by the various mothers, she became more and more interested in the situation. She saw that it was of no use for her to say that the mothers had no right to be in business and that they ought to be at home attending to their children. The mothers were in business and there was absolutely no question of their getting out of it.

Most of them were so situated that they could not have let their market place to labor exclusively in their own homes, even if they had had the inclination, and very few were willing to give up their well paid, definite, productive and comparatively easy work to cook, wash, sew, clean, nurse and teach without pay, even if it had been possible for them to do so. Therefore the greater number tried to do both things and failed in both.

It was evident that the problem had to be dealt with as it was and not as people would like it to be.

"Whether we think it is a wholesome tendency or not is beside the question," said Miss Watson. "The children are here and we have to look out for them."

Thereupon she set to work with the definite purpose of founding a brand new philanthropy on brand new principles to minister to a brand new social need. Her original plan was to purchase Carolyn Court, but before she had collected enough money from the wealthy and influential persons whom she had succeeded in inter-

esting in the enterprise the place was sold over her head and her work was brought to a sudden halt.

As no other suitable country place could be found either for rent or for sale, Miss Watson was forced to send her children back to the old difficult conditions of their homes while she looked about for new quarters.

Just now all her plans are held in abeyance pending the discovery of another large estate in the country with an owner eager enough to find a tenant to be willing to make easy terms. The fund, of which Bishop Potter, the rector of the Episcopal church and the philanthropist will have to have a modest beginning. Beyond consenting to act as treasurer, the Bishop has further shown his interest in the enterprise by writing Miss Watson a letter to assist her in making interest and getting subscriptions. He says: "You are contemplating, I think, a work of singular importance and value."

In the meantime the constantly increasing number of mothers in business are torn between their enslavement to the old law that women shall be jacks of all trades and masters of none, and their new desire to follow the tendency of the age toward the mastery of one branch of one trade—and mostly trying, as usual, and as usual in vain, to adhere to the letter of the old law while practicing the spirit of the new.

To them, it is believed, the home school will mean the redemption of three children, but a release from the manifold material cares which have prevented them from ever forming close spiritual ties with their children. It will mean a release from the old enforced performance of the hereditary tasks inevitable to the primitive machinery of the household for the opportunity of earning for their children the benefits of the last word in the study of the scientific development of the child and for the chance to find expression for their own energies in voluntarily chosen lines of productive labor.

Spent \$100,000 on Extinguish Fire.

Shomokin correspondent Pittsburgh Dispatch. The Enterprise colliery, which was on fire for more than a year, and which was officially declared extinguished last week, was found to be on fire above the water level to-day. This presents one of the most difficult underground fires to overcome in the history of the coal region. The expense of this effort to extinguish the fire amounts to \$100,000.

THE HUSBAND, A FISH OUT OF WATER

A Lonely Figure That Lax Divorce Laws Sometimes Set in the Midst of Gay Parties.

The lone sad man sat in the dining room while the rest of the party moved to the front room and sat there awhile. He seemed unhappy, somehow, though the entertainment was supposed to be a very gay one. He never said a word.

Once he raised one long leg and crossed it over the other. He looked at it a while, but appeared not to like the way it was crossed or something, for slowly and deliberately he returned it to the original position.

This attitude seemed to be more to his liking. He maintained it for a some time, but he was restless about the hands.

He folded them awhile on his knees, unfolded them and, with a gesture meant to be careless and unstudied, threw one arm over the back of the chair and let it dangle there. While it blushed a dull red from hanging down he looked across the room at some girls who were talking together.

Evidently their looks failed to please him, for he turned his eyes away almost instantly and fixed them upon some elderly ladies who were seated opposite the girls in another chatting group. Wary of looking at them finally he cast his eyes ceilingward, looked at that for about five minutes, then returned them to the floor.

He kept them there in spite of the fact that all other eyes were turned hopefully in the direction of the felicitous collection of promising punch glasses situated upon the dining room table.

Nothing appeared to appeal to the lone sad man. He had a most unhappy look, in fact, and bored.

"Who in the world is he?" asked a woman who had put in an hour studying his slow contortions and his preoccupation. "He looks like a fish out of water, doesn't he?"

"That's what he is," replied the man who was with her, "a fish out of water. He is the husband of our hostess."

"Why doesn't she let him go to bed?" asked the woman pityingly. "I believe he would be a good deal happier. You'll

have to take me home if he stays up much longer. He makes me nervous."

"It would never do to let him go to bed," explained the man. "In New York it is queer about the married people. You are never perfectly sure that a woman has a husband unless you see him around."

"It's on account of the divorces or something. The New York husband is here to-day and gone to-morrow. It's sad but true."

"Of course he'd rather a jolly lot be in bed or out somewhere with a bunch of friends having a quiet drink or two, or playing some game, but she is afraid her friends will put their heads together and whisper, 'Where is her husband?' Aren't they living together now? There's something mighty mysterious about this."

"So that's why she drags him out and plants him among us, the picture of despair, but a living proof that the courts haven't yet intervened in their case. She's got to do it."

"Oh, yes, she'd be a lot happier without him around, and he'd be a long sight happier anywhere else in the world than here, but it's come to that pass in New York that if a woman is in possession of a real live husband she's got to produce him."

BOWLING BALLS.

Some Made Now of Other Woods Than Lignumvitae—Solid Hard Rubber Balls.

With the great increase in the number of women bowlers in recent years came a demand for bowling balls lighter than those of lignumvitae. One of the woods used for this purpose is called sappacue, and comes from Cuba. Rosewood is now also occasionally used and so is mahogany.

Formerly all bowling balls were made without finger holes. Now it is common to make them with finger holes. Some bowlers prefer only two finger holes, one for the thumb and another for one finger. Other balls are made with an opening large enough to accommodate all the fingers, such balls being called slot balls.

Bowling balls are sometimes covered with rubber, as are also, where such balls are used, the pins. This arrangement makes the game less noisy.

There is now made a solid hard rubber bowling ball that is asserted to possess extraordinary merit. It is said it will always turn in shape.

A regulation lignumvitae ball costs about \$4, a solid hard rubber bowling ball of regulation size and weight costs \$20.